

The Order of DeMolay is a character-building and leadership development organization for young men between the ages of 12 and 21. The organization aims to better sons which will in turn mean better men to be better citizens and leaders in the future.

The New Castle Builders Chapter of the Order of DeMolay hold its annual meeting on Wednesday February 22, 2006, and celebrate its 87th anniversary.

I ask my colleagues in the United States House of Representatives to join me in congratulating the New Castle Builders Chapter of the Order of DeMolay for its 87th anniversary. It is an honor to represent the Fourth Congressional District of Pennsylvania and a pleasure to salute an organization such as the Order of DeMolay.

RECOGNIZING MR. DAVID L.
MAGIDSON

HON. DEBBIE WASSERMAN SCHULTZ

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Thursday, March 2, 2006

Ms. WASSERMAN SCHULTZ. Mr. Speaker, on August 19, 2005, David L. Magidson was elected to a 1-year term as National Commander of Jewish War Veterans of the United States of America, during the organization's 101st Annual National Convention in San Diego, California.

Mr. Magidson's military service began when he joined the U.S. Army in 1968. He graduated as a 2nd lieutenant from Infantry Officer Candidate School at Fort Benning, Georgia. He also served as the Operations Officer for the Miami Field Office of the 111th Military Intelligence Group. His active duty service ended in 1971.

Mr. Magidson has held numerous positions in Post 243, including Post Commander. Additionally, he has served as Judge Advocate for the JVV Department of Florida, and as the organization's National Judge Advocate since 2001.

Mr. Magidson also serves his Jewish heritage, and is currently a member of the Commission on Social Action of the Union for Reform Judaism. In 2000, he completed a 2-year term as president of Temple Judea in Coral Gables, Florida.

Although a native of New York City, Magidson was raised in the Washington, DC, area, the son of a Department of Defense civilian who headed the Claims Division for the U.S. Marine Corps. He earned his undergraduate degree in Spanish at Franklin and Marshall College, and went on to earn a Master's degree in Latin American History from the University of Florida.

Upon his release from military service, he attended the University of Miami Law School on the G.I. Bill, and received a law degree. He also studied international law at the Escuela Libre de Derecho in Mexico City. A family man, Mr. Magidson has been happily married to his wife, Carol, for 35 years, and they have two adult children, Ben and Rebecca.

PORT SECURITY AND THE SALE
OF FIRMS OPERATING TERMINALS
AT U.S. PORTS

HON. ELIJAH E. CUMMINGS

OF MARYLAND

IN THE HOUSE OF REPRESENTATIVES

Thursday, March 2, 2006

Mr. CUMMINGS. Mr. Speaker, I rise today to speak about port security and the sale of firms operating terminals at U.S. ports. The proposed sale of the P&O firm—which manages terminal operations at major East Coast ports, including the Port of Baltimore—to a company controlled by the government of Dubai has made many aware for the first time that major seaports in the U.S. are operated by firms controlled by foreign interests, including foreign governments.

We have long known that we have not closed gaps in physical security at our ports. Only approximately 5 percent of the nearly 9 million containers coming into our nation are physically inspected.

These gaps exist in part because we have simply not prioritized port security. Since 9/11, more than \$20 billion in federal funding has been directed to aviation security while just over \$630 million has been directed to port security.

However, the proposed sale of P&O now makes us aware that not only have we overlooked physical security, we have failed to develop the systems necessary to manage the unique security issues that the increasingly global nature of port management raises.

Most U.S. ports are owned by public or quasi-public authorities. These authorities frequently lease their terminal spaces to operating companies. P&O is one such operating company—and a quick review of U.S. port facilities reveals that like P&O, many terminal operating companies active in the United States are either foreign-owned or are subsidiaries of foreign entities.

In some case, these firms not only manage ports around the world, they also run the shipping lines that travel between these ports.

These kinds of relationships may be very good for business, but our government is not comprehensively assessing what threats these relationships could pose to our national security.

The Coast Guard analyzed the P&O deal because this deal was subjected to the scrutiny of the Committee on Foreign Investments in the United States.

Under normal circumstances, no federal entity comprehensively assesses terminal operating agreements for their security implications.

Each U.S. port is responsible for developing a facility security plan, which the Coast Guard approves. Amazingly, the Coast Guard does not regularly review terminal operating agreements as part of its assessment of a port's security plan.

I believe that Congress should, at the very least, examine whether the Coast Guard should be required to review terminal operating arrangements as part of their review of port facility security plans.

In the absence of such assessments, we do not really know whether firms managing our ports have ownership or business relations that could create a security threat.

Our transportation networks are truly global and all aspects of transportation businesses have significant foreign involvement. If our government has yet to take stock of these

complex business arrangements and of the threats they pose to our transportation security, what other gaps exist and what incidents more threatening than a proposed sale will reveal them?

Finally, Mr. Speaker, while we have been conducting a national dialogue over recent weeks about the extent of foreign involvement that should be allowed in the operation of our ports, ports are just one of the many pieces of sensitive infrastructure in this nation which have not been adequately secured.

As we continue to examine our national security policies, we must examine whether our current laws on foreign ownership and operating arrangements pertaining to our nation's infrastructure are in the best interests of our national security. The American people will understand that the protection of our nation should not be subject to the seemingly relentless advancement of trade at all costs. EXT
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TRIBUTE TO FREDDIE BRYANT

HON. MARION BERRY

OF ARKANSAS

IN THE HOUSE OF REPRESENTATIVES

Thursday, March 2, 2006

Mr. BERRY. Mr. Speaker, it is with great honor that I rise here today to commemorate a remarkable man, Mr. Freddie Bryant, on ninety years of endurance, patience, and strength of character. His selfless acts have touched so many, especially his twelve children, who thrived under his guidance and cherish the wonderful memories of growing up in Freddie's home.

Freddie has been a hard worker his entire life. He took on family responsibilities at the age of seven when his father moved to Hughes, Arkansas, and continues to plant a garden and raise livestock to this day. Although he only has a seventh grade education, he has an equivalent of a Ph.D. degree in agriculture, teaching, leadership, business, counseling, and theology.

According to Freddie's family—he does it all. He continues to sow and reap his land where he built the house, barn, and pasture from trees he cut down himself. Freddie always has a way to make a situation work. He would walk for miles with his old horse Pearl and a cotton sack on his back to feed his twelve children. When his eldest child wanted to attend college, he took a job at the granary in Helena, Arkansas, until he could send every one of his kids to college. To this day, whenever he meets a stranger, he always says "let me tell you about my children."

His children remember his ambition and sacrifice with such admiration. They remember the smells of childhood that bring them back so fondly to the shack in Lexa, Arkansas. Many events happened in this home that helped them grow into notable members of society. Throughout it all, it was in the arms of a loving father that guided them in the right direction.

Freddie Bryant has been married to the former Josephine Dunlap of Lexa, Arkansas, for 67 years. Josephine is a valiant woman, whose determination to raise her family goes unmatched.

On March 11, 2006 the community will meet to honor and celebrate the 90th birthday of